

SHEFFIELD CYCLE FORUM

**Sheffield Town Hall
DRAFT NOTES of meeting held
Thursday 19 September, 2019 at 5pm**

ITEM	NOTES	ACTION
<p>1. Attendance and apologies</p>	<p>In attendance: Tom-Finnegan Smith (TFS), Paul Sullivan (PS), Greg Challis (Sheffield City Council); Cllr Bob Johnson; Cllr Martin Phipps; David Walters; Pete Zanzoterra (Sheffield City Region); Angela Walker (Heeley Development Trust/Recycle Bikes); Pete Marsh (University of Sheffield / Broomhill Neighbourhood Planning Forum); John Kirkwood (Sustrans); Sebastian James; Ian Carey, Ian Wadey, John Chapman (Cycle Sheffield); David Jenkyn (Pedal Ready); Janet Paske (Sheffield Cycling4All volunteer) Rob Wormald (Sheffrec)</p> <p>Apologies: Dexter Johnstone (Cycle Sheffield), Simon Geller (Sustrans) Cllr Richard Shaw, Cllr Ruth Mersereau</p> <p>Forum Chair Cllr Peter Price welcomed everyone to the meeting.</p>	
<p>2. Notes of the Forum meeting held on 18.07.19 and actions update</p>	<p>a) The notes of the July meeting were agreed as a correct record.</p> <p>b) Actions update</p> <p>Police commissioner – DJ had provided information which has been forwarded to Cllr BJ. Consider inviting Alan Billings to a future Forum.</p> <p>The role of officer champion for cycling was temporarily being filled by TFS although typically this was a Director level role.</p> <p>Tram track safety and Edinburgh, PS to speak to Council legal department</p> <p>Suffolk Lane – TRO will be advertised in October</p> <p>Upper Allen street – potential scheme, PS will price up and order to protect the route. These measures are not designed to stop footway parking which will need to be addressed as part of the bigger issue</p>	
<p>3. SCR Active Travel director, Pete</p>	<p>a) Pete Zanzoterra (PZ) introduced himself to the Forum as Sheffield City Region (SCR) Active Travel Project Director; this followed Dame</p>	

<p>Zanzoterra</p>	<p>Sarah Storey's (SS) appointment as Active Travel Commissioner on 1 April.</p> <ul style="list-style-type: none"> b) The intention was to give high level focus to the Active Travel work with a direct link to SCR Mayor Dan Jarvis (DJ). To this end PZ had met leaders of all South Yorkshire local authorities leading to a series of public pledges made by SS on infrastructure to meet demand from local people. This included the need to be fully inclusive of people using such as three and four wheels, as at Cycling4All sessions at Hillsborough Park. c) Key part of programme is TCF implementing budget for this year and programme for future years of £100m at SCR level. d) Following meeting with Active Travel Commissioners from other areas, they had written to the DfT and Transport Minister with five "asks" including stable long term funding for active ravel infrastructure rather than the current bidding to different "pots" with different criteria. e) There is an aim was to create a regional network map of linked up routes for SCR to help implement cycle infrastructure and planning workshops were being held with local authorities including Sheffield. f) There was a revenue budget of £180k over two years. g) SCR would be launching an interactive map in October so that people can add comments. h) An Active Travel Advisory Group had been established with reps from Living Streets, disability cycling (Ian Tierney), Advanced WellBeing Research (Steve Haake) and Bassetlaw CCG amongst others i) Capital budgets were already in motion with TCF Phase (2a) funding schemes in Sheffield and a 1km long 3m wide segregated cycle track in Doncaster. j) The next TCF stage (2b) was to be submitted by SCR by 28 November, with 50% spend on active travel equating to £100m – this being a challenge to deliver in three years, given limited capacity in region and the absence of an attached revenue budget. PZ estimated that approximately 25% of this funding would be required to develop such schemes, including an element for promotion k) Currently the Sustainable Transport Access Fund (STAF) finishes in March 2020 although DfT have assured roll over funding at the same 	
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		<p>level for one year after. Lobbying continued for higher level funding, especially given the need for promotion in scheme areas.</p> <ul style="list-style-type: none"><li data-bbox="496 275 1230 488">l) In the open discussion that followed Tom Finnegan-Smith, Head of Strategic Infrastructure, Sheffield City Council, said that engagement on network plans meant bringing people into this discussion either through TCF proposals or other means.<li data-bbox="496 499 1230 640">m) Cllr BJ said that it was important to have representation from occasional or non- cyclists and Cllr Peter Price (PP) stressed the Mayor's role in linking South Yorkshire together.<li data-bbox="496 651 1230 819">n) TFS said that the Propensity to Cycle Tool (PCT) uses different data sources to pinpoint the highest likely rate of return in terms of people using network. This would inform cycling priorities<li data-bbox="496 831 1230 1155">o) Janet Paske (JP) clarified that Bassetlaw CCG currently also covers Sheffield and would soon take in South Yorkshire also. JP suggested that influence over the integrated care budget would be useful in delivering and showing benefits of cycling. Some 60 walks a week were staged in Sheffield, run by volunteers. This made a big difference and was a good starting point for people to get more mobile.<li data-bbox="496 1167 1230 1491">p) Responding to further comments and questions, PZ said that the SCR Active Travel Implementation Plan would be produced by January. The purpose of the strategic network was not to link South Yorkshire towns, but the creation of a strategic network, deliverable by 2040. This would enable an estimate of the generalized cost on an SCR basis and bid for that money and start to implement.<li data-bbox="496 1503 1230 1671">q) There was evidence of suppressed demand for both cycling and walking, although the needs were slightly different. For cycling the network was key but there was also question of personal safety and quality of space to enable walking.<li data-bbox="496 1682 1230 2029">r) It was evident that, when compared to Manchester, SCR had a smaller budget and therefore impact. Having TfGM and devolved funding allowed them to do more of what they determined; SCR remained beholden to DfT criteria. But Manchester had struggled with walking and inclusivity and Sheffield could learn lessons from this and do better. Although Sheffield did not have a single commuter route, Manchester's Oxford Road had limitations.	
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<p>4.</p>	<p>SCC Head of Transport, Tom Finnegan-Smith</p>	<ul style="list-style-type: none"> a) Tom Finnegan-Smith (TFS) introduced himself as Head of Strategic Transport, Sustainability and Infrastructure. The role covered a wide range of transport and highway functions and now included a broader sustainability remit along with air quality, climate change, flooding and drainage. b) TFS said that he was happy to attend the Forum as regular as necessary. He invited questions from the meeting. c) Peter Marsh said that the sustainable safety framework had been built into Broomhill's Neighbourhood Plan and he wondered how far this would be applied throughout the city. TFS confirmed that sustainable safety informed Sheffield's Transport Strategy and TCF proposals, whether for public transport or active travel. In the current phase of TCF, for example the Portobello route had been designed with a high level of priority for cycling and was a good example of segregating use by corridor, given parallel public transport route on West Street. d) PM added that it was important not just to wait for segregated routes to be delivered given there were difficult choices to be made in delivering such infrastructure. It required legal, political and financial backing. TFS said TCF would be key to bringing forward such improvements but was on a much greater scale than for example LTP funding. In the meantime 	

		<p>other opportunities had been taken, for example in the Heart of the City a significant change had been delivered at Charter Square where the roundabout had been removed and the junction remodeled to provide a segregated cycle track. The scope of funding would shape what was possible. Delivery would remain somewhat disjointed, being development influenced, but TCF phase 2a) was looking to join up the city centre to Broomhall with segregation if required.</p>	
<p>5. Cycle Sheffield matters raised</p>		<ul style="list-style-type: none"> a) The accident savings schemes at Woodhead Road was in detailed design with build scheduled in early 2020 to avoid SUFC home games. b) Bridge Hill Oughtibridge (E)TRO was due for advertising in November. It was proposed to close short downhill section between the one way sections. c) City centre footway parking. It was clarified that TROs do not prevent such parking alongside pedestrian crossings, zig zag and bus stop markings. It was a matter for police enforcement. d) SCC would like to assume enforcement powers from police, but in these examples it would require a revised TRO supported by appropriate lines and signs. In the meantime we can work with police to take action where possible so information (images or via social media) was welcome with Parking Services. It should be noted that in the case of still images we would not be able to discern if there was for example legitimate loading etc. e) Rather than a blanket ban for the city centre, there were pre-existing restrictions and the need now was to identify locations where we can't enforce and target known hotspots where we can. Ian Carey welcomed this approach. f) TFS drew attention to the recently released Transport Select Committee report to which Traffic Manager and Simon Botterill had given evidence. g) Planning condition on Ozmens to provide covered cycle stand – this had been raised with planning officer and was now with planning enforcement. Cllr BJ requested update. h) Signage at roadworks – Network Management (NM) has produced a document on improving signage to provide for pedestrians and cyclists following consultation with other local authorities 	

		<p>in Yorkshire and Humberside and currently with utilities. It will be made public once agreed. NM consulting with Transport Planning (TP) on a case by case basis around road closures and diversions. TFS said that this marked a change of approach from “cyclists dismount” to “make space for cyclists”, an important change in messaging.</p> <p>i) Clarkehouse Road – John Kirkwood reported that as Sustrans ranger for route 6 there was a safety issue near to King Ted’s swimming pool where the road narrows. Double yellow lines have prevented parking in cycle lane, meaning a tighter turn for motorists. It had been confirmed that this would be addressed a by design amendment.</p>	
<p>5. Schemes update</p>		<p>a) TCF 2a) Trippet Lane on site now, Portobello in New Year once work by University of Sheffield complete. The two crossings at Mappin Street and Holly Street were in detailed design with consultation to follow. The proposal was to complete the whole route by end of March 2020, enabling a continuous cycle from City Hall to the Arts Tower.</p> <p>b) Blackburn Valley – a lengthy route, built in stages the next being Loicher Lane/Butterworth, due on site in October and would include maintenance nearby to be done at the same time.</p> <p>c) Broomhall Road – reinforcing no entry/ one way restriction with infrastructure complete hopefully by mid-October for monitoring to compare with last year. There will be a refuge to allow cyclists through, give added protection and make it more difficult for drivers to claim they’ve driven through inadvertently.</p> <p>d) Wellington Street – extending from Charter Row on Trafalgar Street, across Inner Ring Road to Broomhall. The required land is leased by the Council to People for Places who are being consulted on our plans; build being early in New Year.</p> <p>e) Cycle parking hubs – some progress, identified unit underneath NCP car park and discussing rents. Aim being to start work in New Year and open spring with 100 spaces, although fewer at phase one. In addition working toward a secure hub at Meadowhall Interchange in conjunction with Russell’s Bikeshed. Some £10k had been secured from the Meadowhall Partnership plus</p>	

		<p>£120k from rail fund for existing hub. The proposal was for something similar to Midland Station facility, starting with 20 bike capacity. British Land seeking to generate a surplus from operation, but this would require wider cycling improvements around Meadowhall to create additional demand. Cllr BJ said that he can meet with British Lane in his planning role.</p>	
6.	Any other business	<p>a) Cycle Sheffield reported on the proposed closure of Division Street.</p> <p>b) Future of Forum – all were pleased to see the improved attendance. Cllr PP suggested that a wider remit for the Forum might come at the expense of it losing its “cutting edge” impact and ability to influence some of the detail of future proposals.</p> <p>c) Dates and times of meetings in 2019 21 November</p>	<p>ACTION: Sept/19/6b) PP to talk to other related groups and understand scope for joint meetings as and when appropriate</p>

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